

Evening Public Ledger

PUBLIC LEDGER COMPANY
Cyrus H. Curtis, President
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Published daily at Public Ledger Building
Independence Square, Philadelphia
Subscription Terms
The Evening Public Ledger is published to subscribers in Philadelphia and surrounding towns at the rate of twelve (12) cents per week, payable in advance.

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Philadelphia National Bank, 419 Chestnut Street.

Doubtless, the citizens' committee will put forth its best efforts, but these should not deter the rest of the public from aiding the teachers. They have been long denied their deserts. The present remedy is only partial, but when the loan is floated it will at least mark the practical beginning of reform.

LOWDEN'S WORK A LESSON FOR MAYOR AND COUNCIL

In the Light of What He Did in Illinois There is No Excuse for Seeking New Sources of Revenue in Philadelphia

THE discouraging feature in the report of President Weiglin, of the City Council, on his inquiries into the way other cities increase their revenues is that it indicates that he and his associates are thinking more about getting more money to spend than about conserving the present resources of the city government.

This is unfortunately the habitual attitude of the public official. The exceptions are so few that they stand out like a light-house on a rocky promontory in a dark night. Governor Lowden, of Illinois, was regarded of presidential size this year because he has proved to be one of the brilliant exceptions. He applied business methods to the state government and persuaded the Legislature to consolidate 125 state departments into nine and to introduce many economies.

He urged these reforms in the interest of economy. But this was no novelty. Many other reformers have been urged for the same reason, but when they were adopted the new plan cost more than the old. Governor Lowden's reforms worked.

In 1916 the people of Illinois paid a state tax of \$20,016,035. In 1919, the first year in which the governor's plan was in operation, the state tax was \$16,440,690, a reduction of \$3,575,345, or 17.4 per cent. There was included in the \$16,440,690 appropriated \$2,000,000 more for schools than in any previous year and \$1,000,000 more for waterways. Subtracting these two items and we find that the governor's plan made it possible to pay the ordinary running expenses of the state for a little more than \$12,000,000, whereas under the old system it had cost \$20,000,000.

And yet the men in the City Hall are looking for new sources of revenue and are even talking of a tax rate next year of \$3.45!

They have discovered, for example, that Lee Anderson levies a license tax on about 350 different classes of business and occupations, and that in other cities a tax is levied on all vehicles, whether motor-driven or horse-drawn, and that in still others half a cent is collected on every gallon of gasoline sold within the city limits.

But before they go into the business of levying new taxes on business they should consider the taxes already levied. Every wholesale and retail merchant in the city, whether he sells in quantities or in small lots, is taxed. The retailer has to pay \$2.50 for a license to do business and in addition he has to pay one mill on every dollar of his gross turn-over. The wholesaler has to pay \$2.50 for his license and his tax is one-half of a mill on his total annual sales. The city does not get the money, it goes to the state treasury.

The city itself is collecting a tax on pawnbrokers, dentists and other places of amusement, lodging houses and transient houses, brokers, auctioneers, proprietors of amusements and pool rooms, and owners of drays, carts, wagons, and carriages. It licenses men to sell milk and there is a tax of \$50 on every trolley car operated in the streets.

The fact that some of these taxes are intended to bring the persons paying them under the supervision of the police bureau or the health department and are levied to improve the situation. These regulatory licenses ought never to be made revenue-producing. If a milk dealer's license, for instance, were increased to such a figure as to be considered in reckoning the city income, the cost of milk to the poor would be increased beyond reason. It costs too much already.

A case might be made for a tax on automobiles. The license fees now paid go into the state treasury and are used for the maintenance of the state highways outside of the cities. Not a dollar of this revenue is spent in Philadelphia, although it is morally certain that local motorcar owners pay more than a quarter of it.

If an average tax of \$5 a year were levied on all motorcars in the city, varying according to the weight, there is little doubt that it would be gladly paid if the proceeds were used to keep the streets in repair. The motorists would save more than \$5 a year in repairs to their machines if they had smooth pavements to drive on.

It is a confession of inefficiency to be searching for new sources of revenue at this time, in order to keep the real estate tax rate down. It is the same kind of ignorance that used to be practiced when deficits were allowed to run over from one year to another so that we might not get the impression that the city government was extravagant.

There can be no deficits passed on from year to year hereafter, for the new charter submitted to the Board of Education provides for the refund of the Japanese Imperial authority. It is to join in any movement for the general disarmament proposed by the conference of Versailles. Unfortunately enough—or fortunately—the two dispatches arrived within an hour over the same wire.

There must be concerted effort on the part of every one in office if the desired result is to be accomplished. Councilman Gaffney's ordinance introduced this week, providing for a loan of \$30,000,000 for new work and for carrying on improvements already begun, does not seem to have been conceived in the spirit of harmony. Its introduction was a factional move.

Mr. Gaffney is not the chairman of the finance committee through which the ordinance to be adopted must come. He did not draft it after consultation with the Mayor and the heads of the departments. He knows as well as any one that his ordinance will not be seriously considered.

But Mr. Gaffney has a broad knowledge of city finances. He can give valuable assistance to his associates on the finance committee when they begin to consider the loan bill that must be passed, after the Mayor and the department heads have made their recommendations. He will serve his

THAT BUZZING OVERHEAD

Torresdale Citizens Ask Protection From Noisy Airplanes, but, Only Ten Years Ago, Waited Many Hours to Hear Just One

TEN YEARS ago there was a little group of men composing the young Aero Club in this city who patiently bore with the snoring and bores in the open ridicule of the public in general and who learned to endure, without resentment the gentle intimation that they were not quite right in the head. These men were simply the believers in the coming triumph of the then unfamiliar contrivance called the aeroplane.

In spite of all opposition, they stuck to their prediction that they and their detractors would live to see the day when the airplane would be so common as scarcely to provoke more than a passing glance as it flew overhead. They said that time would come in twenty years—or thirty. They even went so far as to predict that in fifty years, it would be necessary to invoke the aid of the law to regulate flying—and, then people laughed outright at them.

The time has come much sooner than even these devotees expected. Citizens of Torresdale have asked the aid of the police to regulate the hours of flying over their pretty suburb, complaining that the incessant buzzing of the engines of airplanes is interfering with their life, liberty and pursuit of happiness.

IT DOES not seem possible that so great a revolution can have taken place in so short a time as ten years, yet, if memory is not faulty, Armstrong Drexel was the first aviator who ever flew over Torresdale and his flight was made in November of 1910.

Drexel did not intend to fly over Torresdale at that time; in fact, until the day before, he had not intended to fly near this city at all. Yet, on the spur of the moment, he gave Philadelphia the right to claim a world's altitude record of 9807 feet, which, in these days, is only considered a moderately sufficient height for safe flying, but which, ten years ago, made people fairly gasp.

Claude Graham-White, an Englishman, was the individual sensation of that meet, and members of the Aero Club here succeeded in inducing him to come to Philadelphia for an exhibition on the Old Point Breeze racetrack, where Charles Foster Willard, the year before, had been the first man in the city to rise from the ground in a heavy man-air machine, a week or more after the day on which he was scheduled to make the flight.

The fiasco made by Willard—inventive in his day when he had only a gingerbread machine with a putt-putting little twenty-five horsepower engine—was not so likely with Graham-White, who had a big Farman biplane and a speedy Blériot monoplane, each equipped with the then sensational fifty horsepower revolving Gnome engine. Willard's performance was not so likely with Graham-White, who had a big Farman biplane and a speedy Blériot monoplane, each equipped with the then sensational fifty horsepower revolving Gnome engine.

BY the time Graham-White came here, interest in aviation had been considerably stirred up locally by the flight of Charles K. Hottel, on June 23, 1919, from New York to this city and return under the auspices of the Public Ledger. Hamilton's flight in a fifty horsepower Curtiss biplane was a record-making cross-country performance. He was piloted by a special train, with the car tops covered by white cloth to guide him, and he landed on a triangular bit of ground beside the Pennsylvania railroad track near the Potter cloth factory, at Front and Toga streets.

GRAHAM-WHITE and Drexel had struck up a friendship at the Belmont Park meet, ripened by the succeeding exhibition at the Belmont racetrack, so when the English flyer came to this city, he came with him, not only for companionship but to meet the hosts of relatives he had here and the friends he had made during his New York visit. Drexel intended to be merely an onlooker and intended definitely that he would not fly.

A day or two after Graham-White had started his exhibition here, he and Drexel and the present writer were in the aviator's office at the Bellevue Hotel, waiting for a car to take them to Point Breeze. Drexel had been standing looking out of the window at the clear blue sky and the slowly drifting cirrus clouds away up in the regions that the English flyer had just been soaring and vading. No one had ever been 10,000 feet in an airplane in those days and there was being rivalry among them as to who should be the first to make a record-breaking flight. It was ideal weather for it. Suddenly he turned to Graham-White:

"Have you got an extra flying suit?" he asked.

"No," said the Englishman. "Why?"

"In your Blériot in good shape?"

"Perfect."

"Then, if you don't mind, I'd like to borrow the suit and the Blériot. I think I'll run for 10,000 feet this afternoon."

It was enough to make Drexel's agent tear his hair with rage. A definite announcement of such an intention, with two or three days' advance advertising had probably won him a night a record-breaking crowd to the grounds, but Drexel did not do things that way.

Much as any business man might get into his automobile today to run from his office to the office, Drexel, waiting for a car to take them to Point Breeze, Drexel had been standing looking out of the window at the clear blue sky and the slowly drifting cirrus clouds away up in the regions that the English flyer had just been soaring and vading.

When Drexel was started from Orland, he was headed west and friends told him to turn back to the track next day, and it was the river—meaning the Delaware—that he had descended in a field at Orland, not far from Amber. But before he hung up the phone he said that as he could tell from a rough reading of his barograph, the instrument which measures altitude, he had achieved his object and set the world's record above 10,000 feet.

It was announced that he would fly the machine back to the track next day, and it was the whole city would be able to see and that was when Torresdale turned out for the first time to crane its collective neck back to meet the hours into the sky in hope of seeing him. Five years ago, he was more richly rewarded than any other part of the city—due to a mistake.

THE ASSESSMENT FARCE

DISFRANCHISEMENT OF SOME 200,000 women of Philadelphia follows upon the heels of the constitutional amendment in theory granting all American citizens the right to vote.

With the exception of six divisions, reports of the recent assessment in this city are complete. It is announced that 432,442 men have been enrolled and only 251,467 women of Philadelphia are included in the rolls of the city government and agreed upon in the order prescribed by the rules of the City Council, and not on the initiative of a member or a faction of Council engaged in slyly tripping the plans of the Mayor and his associates.

While it is true that in some instances the summer vacation exodus was responsible for the failure of women to have their names placed upon the assessors' lists, this line of reasoning covers before the revelation that the rolls containing the greatest numbers of comparatively well-to-do residents show the largest total for the women.

The best record is made in the Forty-sixth ward, with 21,984 males and 15,901 females assessed. In political character, moreover, this ward is noted for its independence. On the other hand, in regions where the Yale and Harvard contingent is not so numerous, the feminine representation is almost negligible.

According to the census of 1910, the last one published in detail, there were in this city 28,000 more women than men. The slight industrial changes wrought by the war, unaccountably brought an influx of males, but women, too, were attracted by new opportunities in a great urban district. In any event it is impossible that the proportion of residents, male and female, has been accurately reflected by the new assessment lists.

The officials in charge of the assessment, and that in other cities a tax is levied on all vehicles, whether motor-driven or horse-drawn, and that in still others half a cent is collected on every gallon of gasoline sold within the city limits.

But before they go into the business of levying new taxes on business they should consider the taxes already levied. Every wholesale and retail merchant in the city, whether he sells in quantities or in small lots, is taxed. The retailer has to pay \$2.50 for a license to do business and in addition he has to pay one mill on every dollar of his gross turn-over. The wholesaler has to pay \$2.50 for his license and his tax is one-half of a mill on his total annual sales.

THE GAMBLING LEGEND COMMON sense is good enough in its way. But there are times when uncommon sense is preferable and far more useful.

It is needed now for a proper assessment of the reports that the latest bank embezzler has gone to the rocks in this city lost over \$200,000 to shrewd gamblers within a few months.

The implication of a "wide open town" is not quite fair to the police, and Director Cortelyou is justified in resenting it.

The police department seems to have been making a consistent effort to wipe out the worst of the dives. But it has no authority for prying into clubs or into hotel suites engaged by men who have all the appearance of respectability. And it is asking a great deal of the department to demand that it protect people who stubbornly refuse to protect themselves.

The Democratic women in Philadelphia announce that they have achieved a state of complete harmony. Mr. Cox should hurry and make good on his lessons in party management.

Lawn tennis players at Forest Hills, who have asked police protection from airplanes, have uttered a plea that may be heard pretty generally among those who the air is filled with nose-diving amateurs.

The troubles that afflict Europe can be easily understood. The old world still has too many swords and not enough plowshares.

If the Dauntless and Fearless ever brave the passage between Philadelphia and Gloucester again it may be appropriate to rename them.

It is typical of political inversions that electings, dubbing primaries, often necessitate the services of the most advanced and sophisticated partisan experts.

The opening of the schools prompts the thought that, though the world is better equipped than it used to be, it doesn't appear to be getting much wiser.

If some one could manage to have the troublesome law bills called here there might be a little more peace for the folk who go out to seek healthful recreation on Sundays.

The Democrats have their haze, but this is compounded not so much of will as of paralysis.

The revolutionary Italian metalworkers seem to have entered the earthquake competition in their native land.

As might be expected, the egotist is usually hard-boiled.

"AW-W-W, IT'S EARLY YET!"



NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

EDMUND W. FRAIN On the Dangers We Meet

IT MIGHT be a matter of interest for the average man to know the enormous number of accidents which he faces in the course of an ordinary day in the peaceful pursuit of his business and recreation.

Without taking into consideration vocational risks—that is, the dangers run in pursuits that are admittedly hazardous in fact, merely considering some of the chances run every day in the course of a normal life, it is amazing the dangers we run.

At home, in the street, in public places, on vacations, on the water, traveling indoors and outdoors, wherever we may be, the number of accidents which we are liable to meet is so large that it is almost impossible to mention them.

Even though he is in perfect health and has on the one hand reached years of discretion and on the other has not aged beyond the years when he is fully able to take care of himself, he is every day faces loss of life, physical impairment or the ability to earn a livelihood.

In our business we do not insure anything under eighteen years of age nor do we take risks on extremely hazardous occupations. Yet we get a large number of accident cases, due to the reasons which I am about to mention, which probably meet with all sorts of accidents. On the street, he who hesitates is lost. The number and seriousness of injuries due to automobile pleasure cars is something that staggers one.

One of the most interesting points in the fact that the majority of accident insurance cases do not come from the dangers which are usually feared by the average man. Thus the apparently safe operation of taking a bath has proved to be one of the sources of serious injuries due to missed footing and slippery, soapy tubs have resulted in a great number of serious injuries.

Shaving is another dangerous operation. The number of cases of serious cuts has reached great proportions, even with the safety razor so much used. In Pullman's bath, the shower has proved to be especially dangerous. Many men have sustained serious injuries by the train screeching at a critical point, while other cases have been known where an outsider nearby has been caught by the shaver struggling to get his balance and severely cut.

The simple operation of cutting corns has proved to be exceedingly dangerous. There are many injuries due to accidents while lighting cigars, cigarettes and pipes. The shaver who rises and goes to the bathroom during the night takes many chances. We have many cases of falls down stairs due to the half-awake person slipping or tripping while on that way to the bathroom, not to mention the chances of this sort which he takes in the ordinary course of ascending and descending. Many women fall during the day and night as they go about dressed in loose negligees, which catch and trip them.

There are hundreds of cases of bites, which are not only sometimes serious, but extensive. Hydrophobia is likely to develop from the bite of a pet animal and it takes from sixty to ninety days for it to manifest itself. The insured man naturally to protect himself must take the proper treatment, which is expensive. How many accidents are which are not insured it would be impossible to say.

The romping habits of pets have also been responsible for many serious accidents. Children are responsible for many injuries. The number of eye injuries due to children is very high. Their propensity for suddenly plunging a chubby finger into the eye of a parent or grown-up who might not up with them is very great. The sudden blows which they strike have cost untold trouble. It has also proved a hazard to carry children.

Chores About the House "Tripping over rugs and carpets is a profitable source of trouble. Household duties, such as cooking, sewing, and even the daily pleasure of eating, have furnished large quotas of victims. Men undertaking to do women's work during their absence have contributed heavily to casualty lists. The number of people who have choked on fish bones and portions of meat is too great to mention.

Chores about the house, both for men and women, furnish all kinds of hazards, statistics show. Falls from ladders and chairs resulting in serious injury both inside and outside the house have been very numerous, not to mention accidents in dark rooms, accidents due to defective electrical apparatus, cuts from lawn mowers, exposed oil bottles, cans and jars, burns while cooking, falls over furniture and injured due to defective appliances about the house.

But we must hasten out of the house, it isn't safe. In the street our dangers are something appalling to contemplate. In fact, if we stood still long enough to do this we would probably meet with all sorts of accidents. On the street, he who hesitates is lost. The number and seriousness of injuries due to automobile pleasure cars is something that staggers one.

One of the most interesting points in the fact that the majority of accident insurance cases do not come from the dangers which are usually feared by the average man. Thus the apparently safe operation of taking a bath has proved to be one of the sources of serious injuries due to missed footing and slippery, soapy tubs have resulted in a great number of serious injuries.

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SABOTAGE

IF THE outlay strikers in the anthracite coal fields continue to urge and force pumpmen and engineers to abandon their posts at idle collieries, the people of Pennsylvania will have to admit that they are confronted by something new in the way of labor tactics.

Even in the bitterest wage conflicts of the past the miners' unions and their leaders admitted the right of pumpmen to stay at their posts, because when they quit the mines and their interior machinery was to be quickly damaged by rising water. For their own sake and because of what might be called the ethical restraints of the older labor code, pumpmen and some of the engineers were formerly exempt even in general strike orders.

A strike policy directed not only to stop production but to ruin property represents a new departure in Pennsylvania fields. It represents sabotage and direct action in a form that is extraordinarily dangerous and vile.

Who is responsible for this newer strategy? There is a flavor of the later European nihilism in this new method of the outlay miners, and it happens that foreigners are extremely numerous in the anthracite fields of Pennsylvania. The present drift and complexion of the hard-coal strike should be of peculiar interest to the buying public. The shortage created by a strike will not help to bring prices down. If the coal operators plead scarcity as an excuse for high rates what can the government or the people do?

THE MOTOR JAM

DURING the past twelve months approximately 25,000 new motor vehicles were added to the swarms that previously rolled in the streets of this city. There is an easing up of traffic congestion each summer. Thousands of machines go with their owners on vacations. But the return of the machines which have been away during the warm weather, the opening of the tourist season and increased activity in the shopping and business centers will bring the general problem of traffic regulation forward in a new and acute form.

Whatever is to be done to eliminate snarls and tangles and dangers in the streets should be done without delay. Even in the equipment for fine traffic regulation we are still far behind a great many other cities. It is a question whether the police department can escape growing difficulties by the promulgation of new and casual rules.

A systematic and sweeping survey of the whole traffic problem is needed. The job is one for engineers. Additional traffic men are needed. Some very dangerous crossings are without proper protection after slight rain. And sooner or later the heavy horse-drawn vehicles which obstruct the movement of traffic on the narrow central streets will have to be diverted permanently to other thoroughfares.

TWO CABLES FROM JAPAN

THE Japanese are the most polite people in the world. Requisite personal manners are theirs by training and inheritance. And yet the representatives of the local government at Tokio probably said no more than they felt when they assured the American congressional delegation of their profound affection for the United States and a desire to share any perils that might confront us in the future.

Ordinary folk in any country probably feel that way about other peoples whom they know to be friendly, intelligent and desirous of peace. But there are some governments nowadays that do not think in the authorities think or feel as the majority feel.

One may find an interesting lesson in foreign affairs by a reading of the addresses delivered to the American representatives in Tokio and the later cable which announced the refusal of the Japanese Imperial authority to join in any movement for the general disarmament proposed by the conference of Versailles. Unfortunately enough—or fortunately—the two dispatches arrived within an hour over the same wire.

SCHOOL LOAN DAY

THE citizens' committee, of which George Wharton Pepper is chairman, has notified Simon Gratz that it will secure subscribers to the Board of Education loan providing official assurance is given that \$700,000 of the million to be raised and the \$600,000 which it is expected will be derived from the sale of real estate will be promptly distributed among the teachers.

This ought to mean that this time the bonds will not go begging, since the plan outlined by Mr. Pepper is precisely the one which had the endorsement of Mr. Gratz, president of the board, some weeks ago. An increase or bonus of \$200 to every employe in the Philadelphia educational system is, therefore, in immediate prospect.

The Allied Teachers' Association is demanding double this amount. The aim is not insubstantial, but it is difficult to see how it can instantly be realized.

What it is necessary for the public to understand is that today is the date set for selling the bonds "over and over again." Bids will be called for the next week at the

SHORT CUTS

Frankie has not as yet developed any impediment in his speech.

Mr. Cox would never have grown so reckless if he had stayed on his own front porch.

It is noteworthy that friend and foe alike are always ready to listen when Calvin Coolidge talks.

Strange that Governor Cox didn't tell Mr. Moore his personal representative, his confidence?

Senator Harding would have the ten for the peace tribunal provided by an American dentist.

The Commoner is firm in the conviction that Johnny Barleycorn and Jimmy Cox are little playmates.